

San Francisco Bay Regional Water Quality Control Board

Cleanup Activity Fact Sheet:

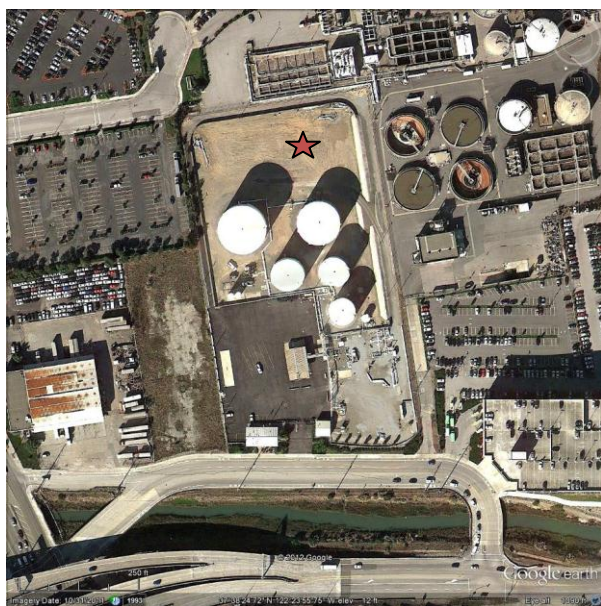
Shell San Francisco Terminal 135 North Access Road, South San Francisco, CA

September 2012

INTRODUCTION

The San Francisco Bay Regional Water Quality Control Board (Water Board) has prepared this fact sheet to provide information about the proposed cleanup of the Shell San Francisco Terminal (facility) located at 135 North Access Road in South San Francisco, California. This fact sheet summarizes information contained in project documents and is intended to facilitate community awareness.

LOCATION AND BACKGROUND



The facility is located in an industrial and commercial area east of Highway 101 in the City of South San Francisco, near the north

end of San Francisco International Airport (SFO). It is bordered by North Access Road and San Bruno Creek to the south; Park SFO to the east; a water treatment facility east and north of the facility; a gasoline station, parking lot, and a warehousing and distribution company to the west. San Bruno Creek drains eastward towards the San Francisco Bay, approximately 500 feet from the facility.

The facility is a bulk petroleum storage and distribution terminal that provides the back-up supply of aviation fuel to SFO. The facility was constructed during 1964 and has been operated as a terminal since then. It is currently owned and operated by Shell Oil Products US. The facility rests on land reclaimed from San Francisco Bay. Soil types are artificial fill (sands, clays, gravels, and silts) underlain by marine deposits (silts, sands, and clays). The facility is comprised of nine aboveground storage tanks (ASTs) used to store Jet A aviation fuel. This fuel is brought to the facility via pipeline and stored in the ASTs. The Jet A fuel stored in the ASTs is pumped to SFO via pipeline when needed.

INVESTIGATION AND CLEANUP HISTORY

Shell has conducted several investigations to evaluate soil and groundwater conditions at the facility since the mid-1980s. Since then, total petroleum hydrocarbons in the diesel range (TPHd), total petroleum hydrocarbons as aviation fuel (Jet A), total petroleum hydrocarbons as gasoline, the fuel components benzene, toluene, ethylbenzene, total xylenes (BTEX), and the fuel additives methyl tertiary-butyl ether (MTBE), and tertiary-butyl alcohol (TBA) have been

JOHN MULLER, CHAIR | BRUCE H. WOLFE, EXECUTIVE OFFICER

detected in soil and/or groundwater beneath various portions of the facility. TPHd is sometimes detected at low concentrations in groundwater beneath the water treatment plant. TPHd, MTBE, and TBA are detected in the monitoring well across North Access Road, near San Bruno Creek. Groundwater sampling is currently being conducted quarterly each year.

Shell operated separate-phase hydrocarbon recovery and groundwater extraction systems, which were generally successful in reducing petroleum fuel and fuel additive concentrations in the groundwater; however, low mass removal rates warranted the system shutdown in 2009.

An extensive summary of previous investigations and cleanup activities is available in a *Revised Feasibility Study and Corrective Action Plan (CAP)*, dated July 30, 2012. This report is available online for viewing and downloading (see website below).

PROPOSED REMEDIAL ACTION

The cleanup goal for the facility is to reduce concentrations of petroleum fuel and fuel additives in soil and groundwater to meet specified cleanup concentrations. The Water Board's 2008 Environmental Screening Levels were selected as numerical cleanup objectives, based on the current land use, because they are conservative indicators considered safe for human and environmental exposure.

Groundwater monitoring data indicate that natural degradation processes are reducing the concentrations of petroleum fuel and fuel additives in soil and groundwater beneath the facility. Therefore, the CAP proposes monitored natural attenuation (MNA) as the site-wide cleanup strategy. MNA relies on periodic sampling of effected media to demonstrate continued cleanup progress. The

2012 CAP report provides the lines of evidence to support this proposed approach.

PUBLIC REVIEW OF CLEANUP PLANS

A 30-day public review period for the proposed cleanup plans is scheduled to begin on September 27, 2012. The Water Board Site Cleanup Requirements Order No. 92-093, adopted August 19, 2002, is currently being updated and will be considered at the Water Board's November 14, 2012 meeting. Written comments (email preferred) should be sent to the Water Board project manager identified below before the close of the public comment period on October 29, 2012.

FOR MORE INFORMATION

Water Board staff is available to answer questions and discuss the Shell San Francisco Terminal Project. Please contact the following Water Board staff:

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Oakland, CA 94612
(510) 622-2427
Email: AKarpowicz@waterboards.ca.gov

CLEANUP-RELATED DOCUMENTS

The July 30, 2012 CAP is available for review at:

Regional Water Quality Control Board San Francisco Bay Region
1515 Clay Street, Suite 1400
Oakland, CA 94612

http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL373231180

The Tentative Site Cleanup Requirements are available for review at:

http://www.waterboards.ca.gov/sanfranciscobay/board_decisions/tentative_orders.shtml